



TRINTELLA 44A

Reprinted from

Yachting World

November 1985

TRINTELLA 44A

JACHTWERF Anne Wever of Her-togenbosch, Holland, have been building to the highest quality for more than 26 years. Although the company have wide experience of building in fibre reinforced plastics, it is only relatively recently that they have embarked upon a new range of four cruising yachts — all to the designs of E. G. van de Stadt and Partners of Wormerveer — to be built of aluminium.

The smallest of the range is the Trintella 40A, followed by the 44A, 49A and 57A. Although all four are production yachts and the yard offers a limited choice of standard layouts, they are, within reason, happy to accommodate owners' detail alterations to the basic specification.

The range is aimed directly at the serious cruising owner who is looking for a thoroughly practical and able blue water cruiser and who has a real appreciation of the best in yacht construction and joiner work. Although the owner might have to dig a little deeply into his piggy bank, the sheer pleasure to be derived from owning such a craft would be enough to make some potential owners a little reckless with their cheque book.

We took on test the second smallest of the range, the Tintella 44A.

On deck

The outboard profile of the yacht is modern and good looking without being extreme. The moderate straight rake of the stem is matched by the cambered retrousée transom. The coachroof is well-proportioned.

There is an after steering position set

There is little room to spare in the after cockpit when three people are working the yacht. A wide bridgedeck separates the helmsman's from the more comfortable guest cockpit



within a small cockpit. It is intended that all sail handling should be carried out from this position — it is, however, cramped when occupied by the helmsman and one crew member on either side to handle the sheets and runners. Ahead of the 'working' cockpit is a large and comfortable 'lounging' cockpit which is partially protected by a heavily glazed shelter. This covers not only the main accommodation hatch, but also a forward steering position to port of the accommodation access. The forward facing windows of the shelter are steeply raked, which both adds to the modern appearance of the yacht and also allows the helmsman, when steering from the forward position, an excellent all-round view. He has a particularly good view upwards when sailing to judge the set of both main and genoa.

The after pillars of the shelter are louvred and form the engine room air exhaust and intake. Good visibility is also possible from the after steering position.

The stemhead carries a substantial twin roller system with tall cheeks to the fairleads to ensure that the chain cable cannot jump. A 60lb (27kg) CQR anchor stows over the starboard stemhead roller. The calibrated chain cable is led to a small, manually operated

winch set just ahead of the heavy, hinged hatch that gives access to the forward stowage for warps and fenders.

A somewhat tidier appearance would result if the anchor winch was fitted in its own self-draining well below deck level and then closed off with a hatch.

A large pulpit provides plenty of security when working in the eyes of the yacht. A slot on each side of the pulpit ensures that the foot of a low-cut genoa can set properly when making to windward, without it having to drape over the top rail.

The genoa is fitted with Reckmann furling gear, the working end of which is led aft along the outboard side of the starboard side deck to a Lewmar 46ST. This also serves as a secondary winch for spinnaker handling.

Slotted aluminium alloy toerails are standard. The lifeline stanchions are socketed just inboard of the rail itself. Fairleads are incorporated towards both ends of the toerail and additional fairleads at mid-length take care of spring lines. Each fairlead is backed up with a 12in (300mm) mooring cleat. A stainless steel-capped teak rub-rail is run full length of the hull at sheer.

Foredeck, side decks and the well-crowned helmsman's seat are all skinned with laid teak, as are the soles of the forward and after cockpits. The cockpit coamings and the coachroof are finished with an epoxy paint system with non-slip patches.

The three-panel Proctor mast is deck-stepped and carries a baby stay instead of a pair of forward-swept lower shrouds. An inner forestay anchored to the mast just above the upper spreaders can be pelican-clipped to a short span fitted just abaft the anchor winch.

The outboard profile is modern and the forward cockpit shelter not too dominant





The storm jib can be set from this stay.

The standing backstay is coupled to Navtec hydraulics — as is the solid kicking strut. Additional support is provided by running backstays, which are taken down to each side of the helmsman's cockpit. All sail control and reefing lines and halyards are worked from the base of the mast. In the interests of security for the crew member working in this position, a set of safety rails would not come amiss.

A stout teak handrail runs along each side of the coachroof from the cockpit shelter to in line with the mast. It would be wise to fit handrails to each side of the shelter top so that movement forward along the side decks from the forward cockpit is secure.

The forward cockpit is particularly comfortable for those members of the crew who are off watch and, of course, for guests. The seating that runs down both sides and across the after end of this cockpit is upholstered with cushions which can be stowed below in wet or rough weather. It would be nice if the plain epoxy paint finish on the aluminium beneath was skinned with laid teak.

The yacht can be coned effectively under both sail and power from the forward steering position installed to port of the accommodation access. Alongside the helmsman is the engine electrics panel complete with tachometer. A single lever gear shift and throttle is provided and all sailing instruments are installed on a console running across the coachroof just ahead of the main hatch.

A pramhood extension of the after

The standard of joinery and internal finish is very good indeed. Note the light interior and the attractive layout of the living area of the saloon. Handholds are substantial

end of the shelter effectively turns the forward cockpit into a weather proof area. The forward cockpit is also provided with a fixed, two-leaved table. There would be merit in making this dismountable to have more flexible use of this area.

Accommodation

The layout of the test yacht was designed to accommodate two couples in real luxury in a double berthed cabin forward of the saloon and a double berthed owner's stateroom aft. An alternative layout provides two-tiered double cabins forward which increases the number of berths to six.

The forward cabin of the Trintella 44A is the most attractive of any yacht that we have tested of similar size. The furnishings are particularly tasteful and the joiner work finished with evident care. Lockorage is generous and there is a comfortable settee to starboard of the passage through to the *en suite* forward head and shower compartment.

The headroom in the forecabin beneath the dove grey, suedette panelled headlining is 6ft 8in (2.03m). The double berth is 6ft 5in (1.96m) long. The large amount of natural light entering through the cabin trunk windows, the big forward window and the two opening ports set in the topsides just below sheer make this cabin the brightest part of the craft.

The *en suite* forward head/shower is also provided with excellent natural light through the 650mm x 650mm Gebo hinged forehatch. There is plenty of hanging and wardrobe space in the forward suite. All seacocks are readily accessible.

There is a shallow step up from the sole of the forecabin to the saloon. A deeply upholstered fabric covered settee with generously rounded corners wraps around the pedestal mounted table. This can be folded in half which opens up the forward section of the settee so that one can stretch one's legs and move around without having to squeeze past a table top.

The pillar (removable), which supports the forward leaf of the table when it is extended, is thoughtfully finished with a teak button at the top which is recessed to take half a dozen tumblers. Plenty of natural light enters the saloon through the windows in the coachroof and through opening ports in the hull just below sheer. The latter increase the impression of width in the main living area.

The navigating area to starboard of the passage through the saloon to the forecabin is fitted with a full size chart table and plenty of shelf stowage. The display area for navigational electronics and radio equipment is a matt black panelled area across the forward end of the table and along the yacht's side.

This is an excellent arrangement for, not only is there plenty of space to group the equipment neatly and logically, but it is both simple and cheap to provide a new facing if the instrument

continued overleaf

3
layout is changed or up-rated from time to time. The main interior joiner work is not affected in any way and does not have to be made good when changes are made. The swivelling, low-backed navigator's chair is covered in PVC.

Abaft the navigating station is a linear galley on the outboard side of the through passage to the after cabin. The forward end of the galley is divided from the pilot's preserve by a well-radiused peninsula, which encloses a large Frigo freezer compartment and a fitted drinks locker.

The galley is large with generous work top area and lockers for consumables. There is a front-opening refrigerator above the worktop at the after end of the galley. A shallow cupboard opening into the passage holds a comprehensive selection of spices.

Above the two-burner Eno Mendoza stove is a slide-out cookerhood which stows flush with the higher range of cupboards. Twin, circular, deep sinks serviced with pressure hot and cold fresh water are let into the worktop beside the cooker. There is plenty of artificial light and the cooker is able to brace himself comfortably in the passage whichever tack is being sailed. Headroom is 5ft 11½in (1.82m).

The yacht's electrics panel is fitted in the passage against the engine room fore and aft bulkhead. It is provided with a clear acrylic cover so that the board can be sighted, but it is impossible for switches to be turned on or off accidentally by anyone brushing past.

The owner's cabin abaft the engine room is fitted with a large, double berth to port and a comfortable curved settee. Natural light is admitted through two opening ports, one in each side of the hull just below sheer, and a pair of prisms set in the bridgedeck which separates the two cockpits. Hanging, wardrobe and other stowage and the main and soft cabin lighting is tastefully done.

The en suite head/shower to port is very pleasantly laid out and easy to keep clean. Ventilation is through an opening light in the topsides and an efficient Dorade in the deckhead. Headroom is 5ft 8in (1.73m) above the shower grating. The whole compartment is light and there is generous space to stow toiletries. The sliding doors closing the lockers above the wash hand basin are mirrored.

Access to the engine room is through the heavy, sound deadened door in the after cabin forward bulkhead. A Volvo Penta MD 30 diesel developing 65hp is fitted as standard and drives a three-bladed feathering propeller. The engine room is well lit and ventilated. An opening light in the side of the forward cockpit well provides additional ventilation and convenient communication between the engine room and the helmsman at the forward wheel position.

All pipework and cable runs are neatly clipped off and service and maintenance points readily accessible. The main engine takes up the starboard side of the compartment. This leaves plenty of room for the installa-

tion of an Onan generator and Frigo freezer — both are extras.

Construction

Both hull and deck are of all aluminium construction. The formed T-bar framing is set at 15.35in (39cm) spacing and tied in with an exceptionally strong floor structure, the webbing of which is used to form both fuel and freshwater tanks. Aluminium sheet to ALMg 4.5 Mn specification is used throughout and all welded seams are X-ray checked.

From the waterline up to and including the deck, an anti-condensation lay of self-skinned polyurethane foam approximately 20mm thick is installed between frames and deck beams. The frames themselves and deck beams are insulated with 5mm of neoprene foam sheet. Decks are overlaid with 15mm

thick teak bedded in neoprene rubber with poured seams. The 11,200lb (5,080kg) lead ballast is encapsulated in the fabricated aluminium fin keel. The yacht is built to Lloyd's requirements and, if necessary, can be classified at Lloyd's.

Under way

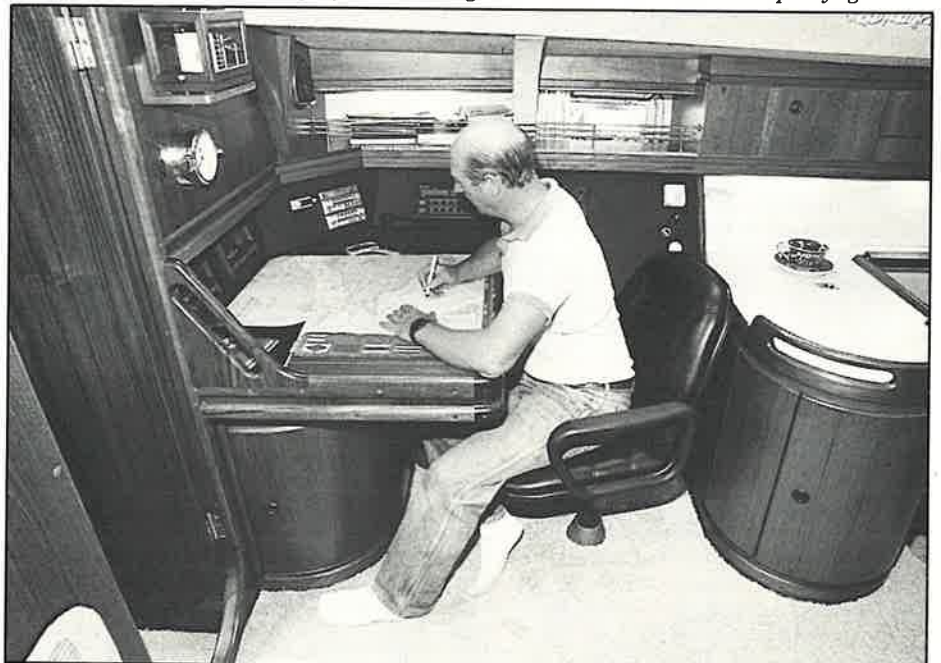
The large area, semi-balanced rudder, which is preceded by a small ventral fin, guarantees smart handling in confined spaces. The propeller is quick to bite both ahead and astern gear and a crash stop from full speed was achieved in approximately 1.25 overall lengths. The all-round view from both wheel positions is excellent. There is slight aeration of the propeller at low speed, but this fades at about 1,300rpm.

Maximum speed was 7.9 knots at continued overleaf

All round visibility from the forward steering position is good and the sails can be sighted easily through the well sloped screen. The centreboard hoist is beside the wheel



The navigator has a full size table. There is plenty of space on the sloped, matt black fascia for the instruments. Stowage for the navigator's books and tools is equally generous



3,500rpm. This is a little low for a yacht with a useful waterline length in excess of 36ft (11.00m): one would have hoped for a maximum speed in smooth water of about 8.4 knots. Although the machinery noise levels were low up to about 2,300rpm which gave seven knots, some vibration and much increased noise set in as the engine approached full revolutions.

Six to eight knots of southerly breeze prevailed for our sailing trials. The yacht was particularly responsive yet tracked remarkably well on all points in the light stuff. Thirty seven degrees to the true wind was achieved to windward with the centreboard lowered. The yacht did almost as well with the board raised. We might have found that windward performance was a little sharpened with the board down had there been more wind and sea.

The helmsman's cockpit is small and the ideal combination is to have a crew member on each side of the person at the wheel to handle sheets and runners. There is a bit of a squeeze should anyone wish to change sides in the cockpit.

Although the after steering position is the natural choice when under sail, it was surprising just how pleasant the yacht was to handle from the forward steering position. The whole rig is clearly sighted through the shelter's large windows and genoa luff telltales and apparent wind direction instruments allow one to hold an accurate course relative to the apparent wind.

Pleasant though the yacht was to handle, this might have been improved further had it been possible to unclutch the wheel in the steering position not being used. Particularly when steering from the forward position, it would have been an advantage to have removed the inertia of the larger diameter, after steering wheel.

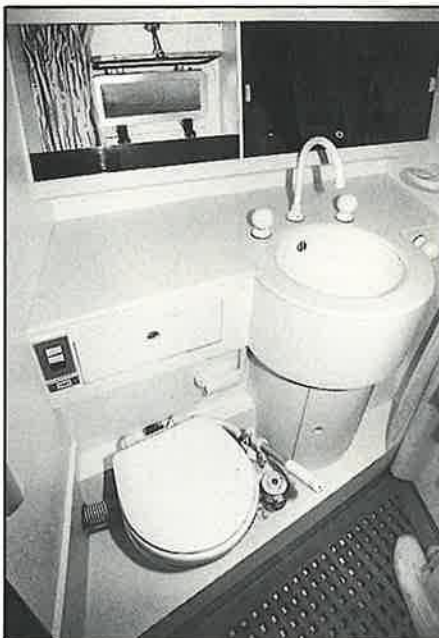
Specification

The Trintella 44A is built and finished to a very high standard. The basic specification is full and includes all warps, fenders and ground tackle. Two lifebuoys are supplied as standard and three fire extinguishers are put on board. There is a file for the ship's papers and cutlery and crockery for eight. The owner will also welcome the supply of a comprehensive wiring manual.

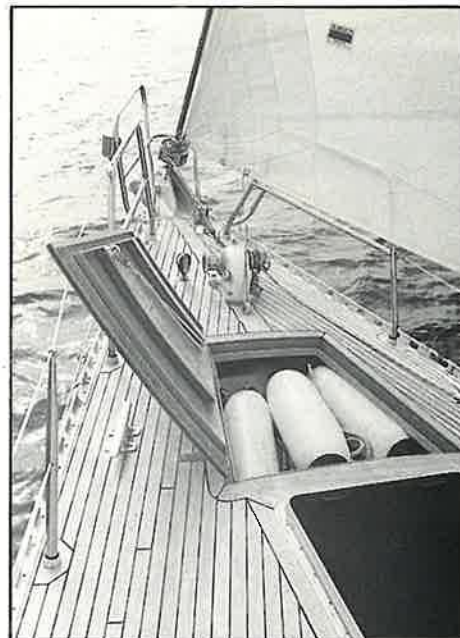
As one might imagine, the extras list is very comprehensive indeed. The owner with a deep purse can have fitted any amount of electronics equipment and items which lend even more luxury to the creature comforts supplied as standard.

Conclusion

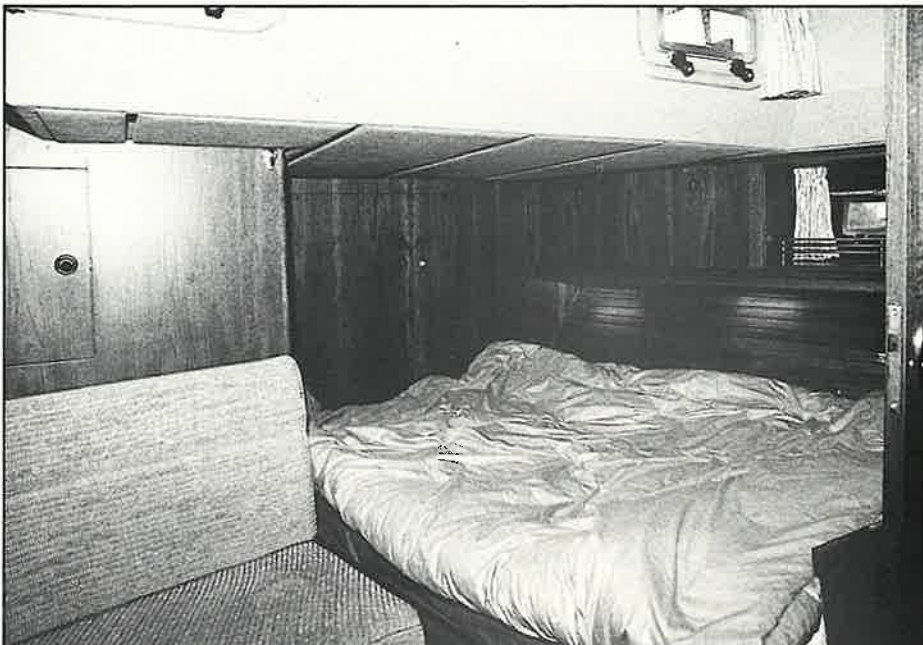
The Trintella 44A is a thoroughly modern cruising yacht which is an excellent example of the best in aluminium building. The standard of metal work is matched by the excellence of the joiner work. For two couples wishing to cruise long distances in considerable comfort it would be difficult to better the ambiance of the accommodation. ■



The after head. Note deep basin but lack of necessary fiddles to the wide vanity top



Warp and fender stowage abaft the anchor winch. Note secondary bow fairleads in rail



Above, the after cabin is provided with plenty of stowage. Headroom and light is generous. Below, the forward cockpit shelter can be omitted if the owner specifies



TRINTELLA 44A



Specification & enquiries

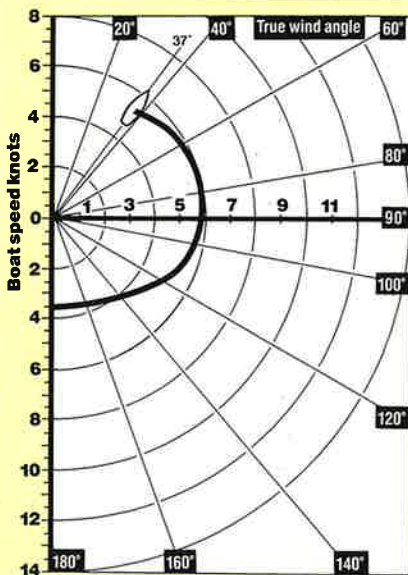
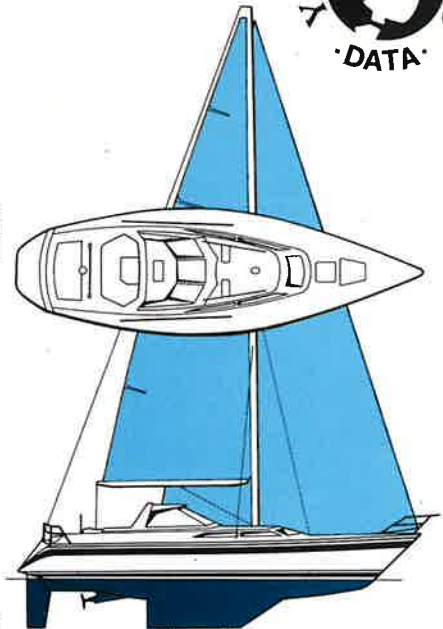
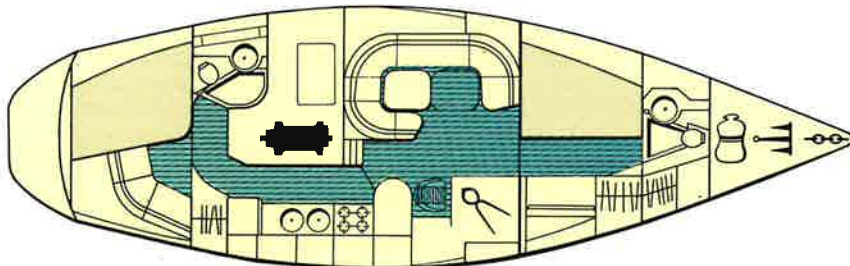
LOA	44ft 3½in	13.50m
LWL	36ft 1in	11.00m
Beam	13ft 9½in	4.20m
Draught	5ft 3in	1.60m
	8ft 6in	2.60m
Displacement	25,760lb	11,695kg
Ballast	11,200lb	5,084kg
Sail area		
(100 fore Δ)	973ft²	90.48m²
Berths	4	
Engine		
Volvo Penta MD 30	65hp	48.5kW
Fuel	121gal	550lt
Water	176gal	800lt

Designed by: E. G. van de Stadt and Partners BV, Wormerveer, Zaanstad, Holland.

Built by: Jachtwerf Anne Wever BV, Ertveldweg 3, 5231 XA 's-Hertogenbosch, The Netherlands. Tel: 073-41. 24.55. Telex: 50132.

UK Agents: Berthon International Ltd, The Shipyard, Bath Rd, Lymington, Hants SO4 9YL. Tel: Lymington (0590) 73312. Telex: 477831.

Price: £150,900 ex VAT, as tested.



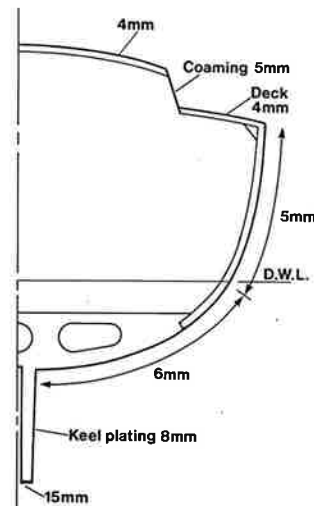
Test conditions

Wind direction 180°
Wind speed 6/8kt (true)
Sea state flat
Sail combinations: Mainsail, No 2 genoa

Engine trials — decibel levels/speed

Speed	3kt	4kt	5kt	6kt	7kt	7.9kt
Head (for'd)	54	53	63	59	61	71
Forecabin	54	53	61	62	63	73
Saloon	68	68	73	74	78	82
Galley	71	71	78	80	80	83
After cabin	73	73	76	79	84	85
Cockpit	69	69	71	74	78	82

Speed	rpm	Speed	rpm
2.6kt	1,000	7.1kt	2,500
4.3kt	1,500	7.6kt	3,000
6.0kt	2,000	7.9kt	3,500



Factors

Prismatic coefficient 0.55
Immersion 1,680lb/in (300kg/cm)
Sail area : displacement 17.92
Displacement : waterline length 244.65
Ballast ratio 43.48 per cent
Personal stowage 11.75 per cent.

Stowage volumes

Galley	25.58ft³	0.72m³
Saloon	16.36ft³	0.46m³
Forecabin	44.57ft³	1.26m³
For'd head	9.74ft³	0.28m³
Charts	2.34ft³	0.07m³
After cabin	26.39ft³	0.75m³
After head	5.07ft³	0.14m³
Personal stowage volume for 4	102.13ft³	2.89m³

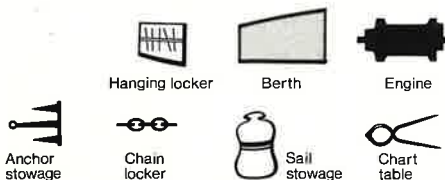
Comparable boats (prices ex VAT)

Gallart 44 — LOA 44ft 0in (13.42m), LWL 35ft 0in (10.98m), Beam 14ft 0in (4.27m), Draught 5ft 9in (1.75m), Disp 25,550lb (10,237kg), Sail area 1,120ft² (104.16m²), Berths 7, SA : Disp 20.74, Disp : LWL 244.48, £123,930.
Oyster 435 — LOA 43ft 5in (13.26m), LWL 36ft 11in (11.25m), Beam 13ft 8½in (4.17m), Draught 6ft 0in (1.83m), Disp 22,600lb (10,250kg), Sail area 850ft² (80.0m²), Berths 8, SA : Disp 17.08, Disp : LWL 200.48, £106,950 (Centre cockpit).

Nauticat 44 — LOA 43ft 4in (13.20m), LWL 37ft 9in (11.50m), Beam 12ft 1in (3.70m), Draught 5ft 9in (1.80m), Disp 39,648lb (17,984kg), Sail area 935ft² (86.90m²), Berths 6, SA : Disp 12.92, Disp : LWL 329.02, £100,911.

Moody 47 — LOA 46ft 6in (14.17m), LWL 38ft 9in (11.81m), Beam 14ft 8in (4.47m), Draught 6ft 9in (2.06m), Disp 27,500lb (12,474kg), Sail area 912ft² (84.76m²), SA : Disp 16.08, Disp : LWL 211.0, £98,000.

Key to symbols & factors



Stowage Factor: 3ft³ per person, for stowage of personal effects. Factor is shown as a percentage of total volume. **Pounds/inch (kg/cm) immersion:** How much weight it takes to sink the boat parallel to DWL. **Prismatic coefficient:** The ratio of volume of displacement to a volume of LWL and the max cross sectional area below the load waterplane. An indication of the fineness or fullness of the hull. **Polar diagram:** Shows the optimum closehauled angle to the true wind. Also shows speed attained on all courses. **Important — Consider in conjunction with the true wind speed**

during the test. Sail area / displacement ratio: This ratio gives some indication of power available. Higher numbers = greater performance.
SA(ft²)

$$\frac{(\text{Displacement (lb)} \div 64)^{.666}}{\text{SA}}$$

Ballast ratio: A comparison between displacement and the weight of ballast. **Displacement / waterline length:** performance indicator. Low Nos. = higher performance.

$$\frac{(\text{Displacement (lb)} \div 2240)}{(\text{0.01} \times \text{LWL (ft)})^3}$$